Proposed Traffic Control Plan
Calumet Refining Vessel
Bigge Crane & Rigging

See Pages 10
Moscow TC Plan

See Pages 8 - 9
Jct. 95 / 195 TC Plan

See Pages 11 - 12
Coeur d'Alene TC Plan

See Pages 4 - 7 for
Lewiston TC Plan
Proposed Two Lane Traffic Control
Calumet Refining Vessel
Bigge Crane & Rigging

Traffic Control Layout in front of load:

- Pilot Car #3 - Highpole
- Leapfrog Flagger/TCT #1
- Leapfrog Flagger/TCT #2
- Leapfrog Flagger/TCT #3

Traffic Control Layout behind load:

- Pilot Car #1
- Steerman
- Rear flagger travels behind the load in a truck with a “Pilot Car Follow Me” sign until they reach a flagstation. If traffic is behind them, they will then get out and flag to clear traffic around the load.

Oncoming traffic will be stopped at designated clearing locations identified in applicable tables. Both oncoming and rear traffic will be cleared at these locations prior to advancing to the next clearing location.

Advanced signing according to MUTCD
Proposed 4-Lane Traffic Control
Calumet Refining Vessel - Bigge Crane & Rigging

Configuration while load is traveling:

Configuration for Clearing rear traffic:

Truck Mounted Attenuator (TMA) with Arrowboard in Caution Mode

TMA with Board in Left Chevron Mode

Module

Module
Proposed Traffic Control
Calumet Refining Vessel
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3rd Ave. N.

Advanced signing according to MUTCD
Plan TA-30
Proposed Traffic Control
Calumet Refining Vessel
Bigge Crane & Rigging
Load will park here to prepare for pull up Lewiston Grade

Proposed Traffic Control
Calumet Refining Vessel
Bigge Crane & Rigging

Bigge Crane & Rigging

Load will park here to prepare for pull up Lewiston Grade
The load will take the 195 offramp. The TMA and one Pilot Car will remain on 95, park on the shoulder and wait for the load to enter back onto 95 via the 195 NB 95 ramp. Prior to the load entering back onto NB 95, TMA and Pilot car will roll back onto 95 to hold back NB 95 traffic prior to the entrance point.

See Page 9 for intersection detail
Flagman will stop right turn traffic prior to the load entering the ramp and hold until load is clear and back on NB 95. Flagger will also stop SB 95 traffic to allow load to cross SB 95.

Lane closure and advanced signing according to MUTCD Details.

TMA and Pilot Car will remain on the shoulder until just prior to load reaching US 95.
Flagger will hold traffic until load has entered into 4 lane roadway.

Pilot cars will roll behind the load to prevent traffic from passing load. If emergency traffic need to get to hospital, the pilot in the left lane will move out of lane to allow traffic to pass to the left of the load.

If it appears that protestors in Moscow will not be an issue delaying the load, traffic will be stopped at the MP 349.4 flagstation as the load passes the Hospital.
ROADWORK AHEAD
Module parking spot to clear traffic prior to proceeding across bridge.

SB traffic will be stopped here and cleared to MP 426.5 prior to moving the load to this traffic clear location.

Prior to crossing Spokane River Bridge at Coeur d’Alene, ID

Proposed Traffic Control Plan
Calumet Refining Vessel
Bigge Crane & Rigging

Module parking spot to clear traffic prior to proceeding across bridge.
Proposed Traffic Control Plan
Calumet Refining Vessel
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Counterflow SB 95
in Coeur d’ Alene

Advanced signing and
devices for lane closure
and Flagman will be
according to MUTCD.

KEY:

Module Route
Traffic Flow
Close Ramp behind load while the load makes maneuver to counterflow SB offramp. See Page 2.

Traffic will be cleared just prior to crossing the Causway and then again at the turnout on the north end of structure.
Proposed Two Lane Traffic Control
Calumet Refining Vessel
Bigge Crane & Rigging
SB 95 Sandpoint Exit

SB 95 prior to Sandpoint Exit

Load route - Counterflowing
SB 95 Sandpoint Exit offramp

Advanced Signing according to MUTCD
Proposed Two Lane Traffic Control
Calumet Refining Vessel
Bigge Crane & Rigging

Hope detour for Bridge over Strong Creek

See Page 17 for Detail
Proposed Two Lane Traffic Control
Calumet Refining Vessel
Bigge Crane & Rigging

Hope detour for Bridge over Strong Creek

Detour will be in place while crews install the Bridge Jumpers. After the load has crossed the structure and the Jumpers have been removed, detour will be immediately removed.

Load will proceed directly to lane closure at the Riser Creek box culvert.
Load will park in lane closure while crews install Bridge Jumpers over box culvert. Alternating single lane traffic will be maintained throughout.